

## INTIMATIONS.

PRISON THEATRE.  


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 FAREWELL PERFORMANCE  
 WILL BE GIVEN BY  
 AUSTRIAN LADIES'  
 BAND.  
 At the above Theatre  
 S EVENING (WEDNESDAY.)  
 the 3rd October, 1883.  


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 open at 8.30, to commence at 9 P.M.  


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 ADMISSION.  
 Ladies and Civilians ..... \$1.00  
 Gentlemen ..... \$0.50  
 Children ..... \$0.25  
 October, 1883. [1813

THE LOGAN THEATRE.  


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 AMPHILET, containing a full and

**Daily Press**, is now ready at the  
 and at this Office.  
 Price Fifty Cents.  
**Press's Office.**  
 October, 1883.

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**HONGKONG CRICKET CLUB.**

**MATCH** between the 22 and the 11 will  
 commenced at 2 P.M. on **FRIDAY**, the  
 10th, and will be continued at 11 A.M.

to play will please sign their names  
on the List lying on the table in the  
re-oom or on the one in the Cricket  
re-oom before 6 P.M., on **THURSDAY**,  
October.

W. DE ST. CROIX,  
Hon. Secretary.

October, 1888. [1816]

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NOTICE.

authorised to sign our Firm from  
October, 1868.

TATA & Co.  
[1812]

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TO BE LET.  
DETACHED FAMILY RESIDENCE,  
known as "BEAUREGARD," with Garden  
and Lawn attached.  
FORMER HOUSE IN ELGIN TERRACE,  
and DWELLING in Queen's Road

OFFICE, in Queen's Road Central.  
 ES at Spring Gardens, moderate rentals.  
 WNS at West Point.  
 to  
**LINSTEAD & DAVIS.**  
 October, 1883. [1814

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**B R E W E R** has just received

IGHT CUT CIGARETTES.  
ANA CIGARETTES.

---

entity of FINE ART NOVELTIES from  
s.

Fine Collection of PHOTOGRAPHS of  
beauties:  
W. BREWER,  
Queen's Road.  
CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

Company's Steamship  
 "DIAMANTE,"  
 Callen, will be despatched for the  
 Port TO-DAY, the 3rd instant, at  
 11 A.M.  
 Freight or Passage, apply to  
 RUSSELL & Co.,  
 General Managers.  
 October, 1883. [1815

SHIP COMPANY, LIMITED.  
FOR MANILA DIRECT.  
Company's Steamship  
"ESMERALDA."  
On Friday, will be despatched for the above  
O'DAY, the 3rd inst., at FIVE P.M.  
Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers.

R SWATOW, SINGAPORE, AND  
 BANGKOK.  
 SCOTTISH ORIENTAL STEAM  
 SHIP COMPANY, LIMITED.  
 E Company's Steamer  
 "MONGKUT,"  
 P. H. Luff will be detached for the

M.  
Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.  
October, 1883. 1811

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UGLAS STEAMSHIP COMPANY,  
LIMITED.  
SWATOW, AMOY, AND TAIWAN.  
1880.

"ALBAY."  
 In Goddard, will be despatched for the  
 Ports on FRIDAY the 5th instant, at  
 10 P.M.  
 Freight or Passage, apply to  
 DOUGLAS LARPAIK & Co.,  
 General Managers.  
 October, 1883. [1810  
 SAN FRANCISCO

“CHARLES-BAL,”  
Master, will load here for the above  
and will have quick despatch.  
Freight, apply to  
RUSSELL & Co.  
October, 1893  
1817  
FOR NEW YORK.  
ES 3/3 L I I American Bark

"OBEY BAXTER,"  
Master, will load here for the above  
and will have quick despatch.  
Freight, apply to  
RUSSELL & Co.  
October, 1893. [18]s  
FOR NEW YORK.  
41 British Ship  
"LOTHAIR."

Freight, apply to  
October, 1883. **RUSSELL & Co.**  
[1819]  
**PORTLAND CEMENT.**  
**J. B. WHITE & BROS.**  
SOLE AGENTS FOR CHINA,  
**HOLLIDAY, WISE & Co.**







seriously distressed in mind and badly scared, but otherwise safe and sound.

**OWATONNA, Minn., 29th August.**

Many telegraphic advices were received here early this morning of a terrible accident that occurred between Rochester and Zumbina, Minn., on the Rochester and Northern division of the Chicago and North Western Railway, by which about one hundred people were killed and wounded. The train wrecked was that which leaves Rochester about 4:45 a.m. It was caught in a severe wind and rain storm that prevailed in that vicinity by which about 600 people were killed and wounded. A terrible accident occurred in the morning. A terrible accident occurred in the morning. A terrible accident occurred in the morning.

**SAN FRANCISCO, 29th August.**

The coroner's jury of the Coroner's Court yesterday returned a verdict in the case of the late John Brown, who was killed by a train on the San Francisco and North Beach Railway, by which about 600 people were killed and wounded. The train wrecked was that which leaves Rochester about 4:45 a.m. It was caught in a severe wind and rain storm that prevailed in that vicinity by which about 600 people were killed and wounded.

**NEW YORK, 29th August.**

A cablegram states that the late John Brown, who was killed by a train on the San Francisco and North Beach Railway, by which about 600 people were killed and wounded. The train wrecked was that which leaves Rochester about 4:45 a.m. It was caught in a severe wind and rain storm that prevailed in that vicinity by which about 600 people were killed and wounded.

**LONDON, 29th August.**

A dispatch from Varso, Norway, states that the steamer *Oslo*, which was on a voyage to the Arctic, was wrecked on the coast of Norway. The ship was carrying a large number of passengers and crew. The wrecked was that which leaves Rochester about 4:45 a.m. It was caught in a severe wind and rain storm that prevailed in that vicinity by which about 600 people were killed and wounded.

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## COMMERCIAL INTELLIGENCE.

TUESDAY, 29th October.

**EXPORT CARGOES.**

For steamship *Mendocino* sailed on the 29th September—For London—39,371 lbs. coconuts, 177,114 lbs. coconuts, 35,559 lbs. coconuts, 12 cases silk, 22 cases silk, 22 cases silk, and 20 pkgs. sundries. For Yokohama—96 pkgs. coconuts.

For steamship *City of Tokio* sailed on the 29th September—For Yokohama—3,915 bags sugar, 75 bales yarn, and 461 pkgs. merchandise. For San Francisco—25,617 bags rice, 121 bales coconuts, 148 bales pumkin, 37 boxes silk, 135 boxes silk, 125 pkgs. tea, and 10,000 pkgs. merchandise. For Portland, O.—4,000 bags rice, 401 pkgs. merchandise, and 50 boxes silk. For Victoria, B.C.—300 bags rice, 613 pkgs. merchandise, and 6 boxes coconuts. For Honolulu—500 boxes oil, and 311 pkgs. merchandise. For Puna Aunani—1 box silk, 1 box silk, 1 box silk, and 1 box silk. For Puna Aunani—1 box silk, 1 box silk, 1 box silk, and 1 box silk.

**IMPORTS.**

For steamship *Glengyle* sailed on the 29th September—From London—78,358 lbs. coconuts, 324 lbs. coconuts, 12,117 lbs. coconuts, 2,040 lbs. coconuts, 170 bales waste silk, 18 bales silk, 32 boxes pumkin, and 315 pkgs. sundries. From Amoy—829 pkgs. tea.

**SHANGHAI.**

Bank bills, at demand, 3/6d. Bank bills, at 1 month, 3/4d. Bank bills, at 3 months, 3/4d. Bank bills, at 6 months, 3/4d. Bank bills, at 9 months, 3/4d. Bank bills, at 12 months, 3/4d.

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## VESSELS ADVERTISED AS LOADING.

TUESDAY, 29th October.

**DESTINATION** **VESSEL'S NAME** **CAPTAIN** **AT** **FOR FREIGHT APPLY TO** **TO BE DESPATCHED**

LONDON, via SUEZ CANAL, Patroclus (str.) Brown, Hongkong.

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## VESSELS ON THE BERTH.

TUESDAY, 29th October.

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## MAIL EXPECTED.

TUESDAY, 29th October.

**THE O. & S. S. Co.'s steamer Arabia** will be the next American mail, left San Francisco on the 15th September, and is due here on or about the 14th inst.

**STEAMER EXPECTED.**

The Glen Line steamer *Glenlyon* left Singapore on the 28th September, and is due here on the 3rd October.

**POST-OFFICE NOTICES.**

The authorized List of Mails issued in connection with this paper is the only published list of mails in our hands, which is always corrected to a mail later than that given below.

**MAILS WILL BE CLOSING.**

For Chiao and New York—For *Atlantica*, to-day, the 30th October, at 5.00 p.m.

**MAILS BY THE UNITED STATES.**

The United States Mail steamer *CITY OF PEKING* will be despatched on THURSDAY, the 11th October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be 2.15 p.m. Registry closes.

**MAILS BY THE BRITISH PACKET.**

The British Packet steamer *DECCAN* will be despatched on THURSDAY, the 11th October, with Mails for Europe, and places beyond, via Naples, to Suez, Aden, Bombay, Calcutta, Ceylon, the Straits Settlements, Batavia, Borneo, India, Java, Sumatra, and other ports.

**THE ENGLISH MAIL.**

The following Mails are expected in closing Mails, &c., by the British Packet steamer *DECCAN*, on THURSDAY, the 11th October.

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## EXTRACTS.

## BONDAUX OF THE FETTER.

Electric light, that like the rain  
Falls on the just and unjust, plain  
Exposing secrets none might know  
"Twas told its service to be done.  
The music of pleasure, from of pain,  
The infant looks, the clouded brain,  
All these stand out revealed below,  
Electric light.

The poet and power can't refrain  
From proving that truth is not vain;  
And all the lines and wrinkles show,  
And all the time a joy to be;  
Some here do not regard as gain  
Electric light.

A kind Princess!  
For one who holds our hearts in thrall,  
Whom voice and pen have long proclaimed  
For every Royal virtue famed,  
And woman's every grace withal.

"Through Britain's realm, from far beyond  
To Canada, each one would call  
For, could their thoughts in words be framed,  
A kind Princess!

Queen of the present and the past,  
Yet told and true to be;  
Her words are not to be denied;  
For shades of each day unshaded,  
For kindness she who holds a Staff!  
A kind Princess.

A Cup of Tea.  
A cup of tea, I sip. No more  
I'm bound by England's sullen shore,  
But sit at ease on honored ground  
Of Eastern grandeur, when with zest  
Savouring heres serve by the score.  
Nay, no! no! no! no! no! no!  
With fair sweet features bending o'er  
Thee, I've drunk it, tired and sore  
From arduous journey, needing rest.  
Yet I'll leave this is the best  
For made, and loquaciously  
A cup of tea.

A Province Rose.  
A Province rose—prize to win,  
Which might as well be said to him,  
And if its price were worth untold,  
A mortal to yield his gold.  
Though he to Socrates were kin,  
Ah, no, that not-for-diminished skin,  
Whereas some Angelic twin!  
And what a model hand to hold  
A Province rose!

CELEBRITIES AT HOME.  
ARCHBISHOP COLQUHOUN IN OLD QUEBEC.  
To be "rooted in the cradle of the deep"  
was Mr. Archibald Colquhoun's first  
experience of life, for he was born at sea,  
on the Cape of Good Hope, on the homeward  
voyage from India. When this domestic  
event occurred, his father, Dr. Colquhoun,  
a medical officer in the service of the H.B.C.,  
was returning from India, where, during  
the first Afghan campaign, he had gained  
for himself, by his daring and conspicuous  
bravery in the front, the sobriquet among  
his comrades of "the fighting doctor." This  
early association with travel, together with  
the dusky spirit inherited from his father,  
and from a long line of Scotch ancestry,  
would seem to have imbued Archibald  
Colquhoun with that love of exploration,  
and that genius for pioneering, of which  
his recent journey to Indo-China has given  
such signal proof.

Like all great travellers, Mr. Colquhoun  
is pretty much "at home" anywhere, where  
he is scaling some lofty peak, with prism  
and compass and sextant in hand, or making  
his way through a Chinese city, with  
his "pith helmet" and "Chinese costume,"  
with the same ease and confidence as if he  
were a native of the land. His recent  
journey to Indo-China has given such  
signal proof of his qualifications for the  
task. He is equally "at home" in the  
capitals of Europe, and, having been educated  
partly on the Continent, and having spent  
many years of his life in the East, he may be  
considered a thorough cosmopolitan, versed  
in the manners, customs, and languages of  
foreign cities. Just for the present, since  
his return from China, "Blaze," as his  
friends always call him, has been lodging in  
Old Quebec Street, while *Across the Great Wall*  
the record of his travels, was being prepared  
for publication. His journey took him  
through two thousand miles of unexplored  
country in the South China Borderlands,  
where, with his friend Charles Walcott, who  
has unhappily succumbed to the fatigue  
and hardships of the undertaking, he  
surveyed and plotted no less than fifteen  
hundred miles of territory never previously  
traversed by any European, not even by the  
obedient Marco Polo himself. His was  
no expedition funded and equipped by a  
small army of guides, guards, and coolies.  
On the contrary, he started entirely on his  
own resources, with the exception of some  
help from the Chamber of Commerce of  
Glasgow. From the Government of India,  
where his service he is, he had only limited  
leave, which most men would have spent  
among the attractions of gay cities or in the  
society of their friends, but from these he  
wrenched himself free, in order to carry out  
his project. To attempt his late journey  
had been a fixed resolve with Mr. Colquhoun,  
since he was fascinated by the writings of  
travellers in Indo-China, and, convinced by  
official employment in India, Minister of 1879  
to Siam and the Shan States, that an  
important and profitable trade route could  
be found, and ought to be explored, and  
surveyed, between British Burma and  
South-West Yunnan. But it was not till  
his furlough in 1881 that Mr. Colquhoun  
could take his bold project in hand, nor  
till the January of the following year that  
he was enabled to set with Charles Walcott,  
two interpreters, and a cook and boy from  
Canton, on his venturesome quest. On completion  
of his journey at Bangkok, he  
recovered there, and later at Simla and Boun-  
lay, the most gratifying tributes to his  
success, and on his arrival in London the  
Royal Geographical Society gave him a  
flattering reception, of their own accord  
Mr. Colquhoun had accomplished this  
wonderful journey, not only without a single  
difference with an unwelcome hostile people,  
especially in the "Two Kwangs," till then  
unexplored, but he established very friendly  
relations with many of the Prefects and  
Mandarins, who, putting aside prejudice and  
disturbance, suffered themselves to be  
photographed. One important official, who  
is committed the unkind of social  
even letting his wife or "dull there" sit  
for her portrait. Mr. C. and his friend were,  
however, obliged to abstain from their  
"Hobnob" at any of the larger cities on the  
Canton river, and to assume the Chinese  
costume, even to the pigtail, to avoid  
attracting the notice of the river-side  
population. Previous to their disguise they

had often been assailed with shouts of  
"Fen-quo!" ("foreign devil"); and in  
one district a proclamation, offering a reward  
of two hundred taels (fifty pounds) for their  
heads, had been circulated. On the overland  
part of the journey the *hot politeness* of the  
offices was annoying, and from the Chinese  
curiosity which dogged their footsteps  
morning, noon, and night. The  
conduct of the townspeople was in marked  
contrast to the quiet and hospitable be-  
haviour of the aboriginal hill people, who  
are of the ancient Shan race, and whose  
characteristic disposition is that of amiability  
and industry. Colquhoun was *Across the Great Wall*,  
China, depicted the costumes, architecture,  
and scenery of the journey, while the text  
vividly describes its incidents and hardships,  
the natural resources of the country, and  
the great future which lies open to com-  
mercial enterprise. The difficulties of the  
expedition were intense, not only by the  
illness of Mr. Walcott during the greater  
part, but also by the shortness of their  
funds, which necessitated the most rapid  
progress to elude them. Indeed, on the  
latter part of the journey much of their  
equipment, and even arms, had to be  
abandoned or bartered away, while their  
mules were sold one by one to enable them  
to reach Baruch. Little "Jacko," a pet  
monkey, which perched on his master's  
shoulder, and had done the travellers many  
a good turn, by diverting the over-attentive  
attention of the Chinese crowds, had to be  
left to the sorrow of its owner, at Tai, but  
in the kind hands, however, of the children  
at the China Mission, Mission, at Yunnan,  
of all sorts, as associated with Walcott,  
murder, the travellers, after exiting the  
Kachyans, relinquished their Chinese costumes  
and many mementoes of their journey, only  
excepting their scientific memoranda, photo-  
graphs, and medicines, which the fever-  
stricken condition of the party, including  
even the Chinese servants, rendered it im-  
perative for them to retain. This accounts  
for the absence of Mr. Colquhoun's rooms,  
in Old Quebec Street, of those relics of the  
journey which are generally to be seen  
littering the quarters of great travellers.  
Photographic cameras, sextants, and other  
instruments are to be seen, however, filling  
up the corners of the rooms, while maps to  
various scales, in all stages of progress,  
with the data of surveys and statistics, are  
scattered about. Here a strip of violet  
inked "proof" of his forthcoming work,  
*Across the Great Wall*, or a paper for one of the  
reviews; there a newspaper containing an  
address on Trade Routes, read the previous  
night before the Chamber of Commerce at  
Manchester or Birmingham. Close to these  
a pile of letters from all manner of corre-  
spondents, weighted down with a lump of  
the famous landscape marble of Tai, almost  
the only curiosity brought home. The  
lodging-house cat—no mean judge—has  
discovered the warm qualities of an Afghan  
"chogon," of dressing-gown appearance, and  
made of himself a hair, which Mr. Colquhoun  
prizes highly. The *chogon* enveloped  
the figure of Dr. Colquhoun forty years ago  
in Afghanistan, and is equal to go through  
another campaign. In the card-rack over  
the mantelpiece may be seen the cards of  
such men as Colonel Yule, Sir Thomas  
Wade, Terrien de la Courpiere, Sir Yung  
Tsi ("the Burman"), and the arrival of the  
Secretary to the Chinese Legation, in  
his native dress, in S. Yunnan, to the  
honour of Mr. Colquhoun's neighbours.  
On the top of the bureau, on the way  
of medicines, is a box containing a  
packet of tea from the district of  
Lung, in the Shan country, known to fame  
in China as Pu-erh tea; this Mr. Colquhoun  
had under special care, for it was sent by  
him to the Chinese Legation, in S. Yunnan,  
to the "Misses" Lady in the land. Un-  
fortunately, through the capesing of a mule  
in passing a dangerous river gorge, it has  
lost its value as a beverage, but its worth  
as a trophy of the journey is perhaps  
enhanced by the accident. A separate pair  
of Yunnanese sandals, worn by the travellers  
on the road, when the boots were no more,  
is doing duty as bath-slippers, he pitched  
into a corner.

But by this time Mr. Colquhoun has dis-  
missed one of the many visitors who besiege  
his rooms. It may be a certain French mar-  
quis of philological predilections, thirsting  
for knowledge on the various dialects extant  
among the Tai, Lolo, or Miao tribes of  
Indo-China, or a German, who has come to  
the Chinese Legation to secure samples of the  
much-prized Pu-erh tea, or Colborne Baber  
has come to discuss a moot point as to  
the individuality of some particular stream.  
Whatever the motive, whether ethnological,  
political, or geographical, some idea may  
be formed of the general interest which  
this expedition has aroused. It has caused  
the Archibald Colquhoun, like all men with  
a purpose in life, has a hobby—the de-  
velopment of our trade in Indo-China—but,  
unlike many, he is not always astride of it.  
He is noted as an amusing and instructive  
companion, is a good talker, and to any one  
who takes a genuine interest in China or  
farther East, he is full of information. Be-  
fore he has been long in his society you  
feel as though you had known him for  
years. There is not an atom of "gush" in  
his manner, or self-assertion in his greeting;  
but there is that perfect balance of manner  
and complete absence of self-consciousness,  
which at once place one in sympathetic accord  
with his ideas and with the man himself.  
Above the richly bearded and well-cut frame,  
an oval face, with aquiline features, a su-  
perb complexion, cleanly shaven, with the  
exception of a heavy moustache surround-  
ing a resolute mouth, the eyes small, restful  
but observant, his hair cut close to the  
head—such are the chief features of a verbal  
photograph of the explorer Mr. Colquhoun,  
with a pipe, or cigar, in his mouth—he is  
a man who will not speak without reason.  
China, with respect to its political relation  
with the Courts of Burma and Siam, and  
occupation of Tonquin by the French; he  
will dilate on its commercial interests, as  
affecting the trade in this country; and he  
will amuse you with a description of the  
strange and very peculiar customs of the  
Yunnanese tribes. He will narrate to you  
of the particular reverence for their an-  
cestors which characterizes the whole of the  
Chinese nation, of their lack of all mecha-  
nical talent, and of their strange love of the  
horrible, which only appeals to their myth.  
On your examining a photograph, perhaps  
of himself in his Chinese disguise, he may  
recently have been nearly lost at their  
journey's end, their whole collection of  
photographs. "I give me, even now, a  
cold shudder to think of it. We were fol-  
lowing the side of the Tai-ping river along a  
narrow ledge, when part of it gave way  
and in went one of the mules. It was the  
one that carried the 'chogon'—it was  
lucky it was not a mule. It was the one  
who did nothing beyond urging each other  
to venture in, I saw that there was not a  
minute to spare. It was a time for action.  
I shall not describe what happened; but one  
of the Chinamen quite unexpectedly found  
himself in the river. Once there he set  
about saving the pack, but I should not  
say he got through those few moments again.  
This incident may lead you to ask as to the  
difficulties of the journey, and if, pressed  
your host will tell you that the hardest part  
of his travels was the writing up of his  
journal at night. "I've come in," he  
protested and uttered "done," that I felt  
ready to batter the whole front of my journey  
to the bottom, and to go down the drain.  
The observations and the figures of the survey,  
which neither my eyes nor my fingers were  
capable of doing, was the hardest grail of

all, but I know that proportionate meant  
utter surrender." That he possesses the  
qualities to form a successful traveller im-  
pressed on us as an intrepid explorer than  
Stanley, who offered him the second in  
command of his expedition to the interior of  
Africa. But Mr. Colquhoun has not com-  
pleted his own exploration for the opening  
up of the trade route to China, the feasibility  
of which has so convinced the leading  
Chambers of Commerce that a fund is being  
fruition. Colonel Yule, who is the great  
living authority on Indo-China, has  
been Mr. Colquhoun's "born  
traveller," and his journey as only second  
in importance to the French on the Mekong  
in 1868-69. To this "master-spirit" of the  
expedition, Francis Garnier, Mr. Colquhoun,  
with much magnanimity, pays many a graceful  
compliment in his book, and to him, to-  
gether with other veterans of exploration, in-  
cluding Mr. Garnier, he has paid the penalty with  
his life, he has specially dedicated his work,  
*Across the Great Wall*.

Mr. Colquhoun has not only succeeded in  
making a foremost place amongst travellers,  
but, by his recent letters in the Times, and  
his remarkable paper on England and  
France in Indo-China, in the June number  
of the *Illustrated London News*, he has  
an eminent authority on all the affairs of  
Eastern Asia—*World*.

A CAST-IRON DILEMMA.  
One of the most interesting inventions  
shown at the recent Bazaar Exposition at  
Chicago was a cast-iron file, the merit of  
which lies in its extreme durability as com-  
pared with the ordinary steel file. Met-  
allurgists assert that, in hardening cast iron,  
the process is not only more rapid, but is  
attended with the increase of hardness. In the  
file, in question, there is from 3 to 4 per cent.  
of carbon, and the tenacity as compared  
with steel bears a ratio of 6 to 1. It is claimed  
for cast iron that it is a true carbide of  
iron, whereas steel is an oxidized carbide.  
One breath of air while the metal is being  
reduced to a true carbide reduces it to an  
oxidized carbide—*Iron*.

A RESIDING ARMY.  
Determined to await the issue quietly,  
Prussians, as they had made their positions  
sufficiently strong, confined themselves, for  
the most part, to watching, to occasional  
shell-firing, and to the repulse of French  
soldiers. They seem to have lost almost a  
jovial life, and to have beguiled the tedium  
of the investment in a variety of ways.  
There is, in truth, nothing to be done  
at a single stroke, but that which the Prussians  
were now accomplishing, except on a few  
special occasions: and officers and men are  
obliged to tax their wits to kill time.  
The Germans before Metz kept up their discipline  
by a few military exercises, and from day to  
day the sub-officers of each battalion in-  
spect, in the event of the railway being  
opened, in the morning. Then came  
breakfast, then visiting and beer drinking;  
then reading and letter-writing, with intervals  
of smoking and sleeping; the dinner, which  
was made to spread over a very long time;  
and then a much-cherished *siesta*. The  
evenings were spent in card-playing, singing,  
and dancing; and, as all of these were in  
the hands of the officers, the soldiers  
were left to their own devices. The work  
of the camp to perform, but it left them plenty  
of leisure for idling, and for such enjoyment  
as they could find or make.—*Cassell's  
Illustrated History of the Franco-German War*.

THE RUSSIAN RAILWAY TO HERAT.  
Thanks to the evacuation of Candahar  
stand in this position in regard to the  
India: that though we may protest, we  
cannot enforce compliance with our wishes.  
Had we retained Candahar we could have  
held over Russia's head the threat of occu-  
pation of Herat, in the event of the railway being  
pushed menacingly in that direction. The  
power is gone from us for ever. The Glad-  
stone Government flung it headlessly away,  
together with all other fruits of the eighteen  
million sterling invested in the Afghan war.  
The threat to occupy Herat is a weapon  
which is now in Russia's hands. Before a  
single Russian soldier arrives before Herat to  
defeat the British, Russia has the Transcaspian  
railway and the new proposed line to the Pan-  
turkistan frontier, could be mistress of the  
place an entire fortnight, any fraction of  
which period would be sufficient for her  
troops to put the fortress in a condition to  
resist an English siege, while, at the same  
time, Russia could pour reinforcements into  
Herat from the springing of the commerce of  
advance of English success arriving on the  
scene from this country. In this manner,  
Herat is already more within the control of  
Russia than within the control of England,  
and each mile further the Transcaspian rail-  
way advances, the more the Key of India  
passes under her influence. Of course, the  
Russian authorities do not permit abroad  
the military and political advantages they  
would derive from the construction of the  
Herat railway. It would arouse the hostility  
of England to the scheme if they were to be  
so impudently this. Their support to the  
project is based upon the "commercial  
advantages" to be obtained by the construction  
of the line—Advantages arising not  
merely from the tapping of the commerce of  
Central Asia, but from the recognition of  
the overland trade with India. This is the  
El Dorado that the promoter of the Russo-  
Indian railway, General Annenkoff, holds  
before his countrymen in his brochure, "The  
Akhal Tekik Oasis and Roads to India."  
The overland trade of India, he says, has  
been enormously enriched the countries  
which it has passed. It is within the  
power of Russia to tap it. If she constructs  
her road to Herat, England, he believes,  
will readily extend her Indian system to the  
same point from the mouth of the Bolan  
Pass, a distance of 550 miles. From Sibi  
to Candahar plans already exist of a railway  
to late Administration meant to have con-  
structed had it remained in power. From  
Candahar to Herat the country, although  
mountainous in parts, is infinitely easier to  
traverse with a railway than the section from  
Sibi to Candahar. Consequently, there  
exists no natural obstacle to prevent the  
construction of the 1,122 miles of railway  
necessary to join the Indian railway system at  
Sibi with the Russian railway system at  
Candahar. The Russian work, as it is  
established direct railway communication, not  
only between Sibi, Petersburg and Calcutta,  
but also between London and the capital of  
India. And there is to be said on behalf  
of Annenkoff's scheme: the railway would be  
a real overland railway. There would be  
only three short breaks of sea—from Dover  
to Calcutta, from Calcutta to Port, and from  
Port to Mandalay; each only of a few  
hundred miles, the whole of the way  
in this respect would surpass the Suez  
scheme, with its sea voyage to Alexandria  
on the one hand, and from the Persian Gulf  
to India on the other. Such a superiority  
seems to General Annenkoff, and it is  
indeed, the only one which he offers. England  
would readily support his scheme, and run  
on her Indian railway system to Herat to join  
the Russian line. We cannot say we share  
his views as to the willingness of England to  
send troops to India through Russia, or the  
readiness of Russia to allow them to pass  
through her territory to India. But it is  
clear that if the line were constructed, it  
would attract a very large amount of the  
passenger traffic that now passes through the  
Persian Canal.—*Charles Martin's New Book*.

## HONGKONG MARKETS.

As Brokers at Canton on the 2nd Oct. 1883.

COTTON GOODS.  
American Drill, 20 yds, per piece \$2.95 to 3.10  
American Drill, 18 yds, per piece \$2.95 to 3.10  
Cotton Drill, 18 yds, per piece \$2.95 to 3.10  
Cotton Drill, 16 yds, per piece \$2.95 to 3.10  
Cotton Drill, 14 yds, per piece \$2.95 to 3.10  
Cotton Drill, 12 yds, per piece \$2.95 to 3.10  
Cotton Drill, 10 yds, per piece \$2.95 to 3.10  
Cotton Drill, 8 yds, per piece \$2.95 to 3.10  
Cotton Drill, 6 yds, per piece \$2.95 to 3.10  
Cotton Drill, 4 yds, per piece \$2.95 to 3.10  
Cotton Drill, 2 yds, per piece \$2.95 to 3.10  
Cotton Drill, 1 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/8 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/16 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/32 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/64 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/128 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/256 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/512 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1024 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2048 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4096 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/8192 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/16384 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/32768 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/65536 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/131072 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/262144 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/524288 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1048576 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2097152 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4194304 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/8388608 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/16777216 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/33554432 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/67108864 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/134217728 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/268435456 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/536870912 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1073741824 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2147483648 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4294967296 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/8589934592 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/17179869184 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/34359738368 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/68719476736 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/137438953472 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/274877906944 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/549755813888 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1099511627776 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2199023255552 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4398046511104 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/8796093022208 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/17592186044416 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/35184372088832 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/70368744177664 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/140737488355328 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/281474976710656 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/562949953421312 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1125899906842624 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2251799813685248 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4503599627370496 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/9007199254740992 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/18014398509481984 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/36028797018963968 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/72057594037927936 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/144115188075855872 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/288230376151711744 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/576460752303423488 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1152921504606846976 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2305843009213693952 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4611686018427387904 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/9223372036854775808 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/18446744073709551616 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/36893488147419103232 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/73786976294838206464 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/147573952589676412928 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/295147905179352825856 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/590295810358705651712 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1180591620717411303424 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2361183241434822606848 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4722366482869645213696 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/9444732965739290427392 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/18889465931478580854784 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/37778931862957161709568 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/75557863725914323419136 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/151115727451828646838272 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/302231454903657293676544 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/604462909807314587353088 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1208925819614629174706176 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2417851639229258349412352 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4835703278458516698824704 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/9671406556917033397649408 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/19342813113834066795298816 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/38685626227668133590597632 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/77371252455336267181195264 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/154742504910672534362390528 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/309485009821345068724781056 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/618970019642690137449562112 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1237940039285380274899124224 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2475880078570760549798248448 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/4951760157141521099596496896 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/9903520314283042199192993792 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/19807040628566084398385987584 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/39614081257132168796771975168 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/79228162514264337593543950336 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/158456325028528675187087900672 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/316912650057057350374175801344 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/633825300114114700748351602688 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1267650600228229401496703205376 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2535301200456458802993406410752 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/5070602400912917605986812821504 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/10141204801825835211973625643008 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/20282409603651670423947251286016 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/40564819207303340847894502572032 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/81129638414606681695789005144064 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/162259276829213363391578010288128 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/324518553658426726783156020576256 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/649037107316853453566312041152512 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1298074214633706907132624082305024 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2596148429267413814265248164610048 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/5192296858534827628530496329220096 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/10384593717069655257060992658440192 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/20769187434139310514121985316880384 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/41538374868278621028243970633760768 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/83076749736557242056487941267521536 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/166153499473114484112975882535043072 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/332306998946228968225951765070086144 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/664613997892457936451903530140172288 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/1329227995784915872903807060280344576 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/2658455991569831745807614120560689152 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/5316911983139663491615228241121378304 yd, per piece \$2.95 to 3.10  
Cotton Drill, 1/10633823966279326983